

ABSTRACT OF THE DISCLOSURE

A method for the production of a forged piston for an internal combustion engine, having a combustion depression provided on the piston head. The piston is formed from a first cylindrical unmachined part having at least one flat face made of oxidation-resistant steel and a second cylindrical unmachined part having at least one flat face made of hot-forgeable steel, with the same diameters (d), in each instance. The two unmachined parts are formed to produce a piston blank by means of forging, causing the combustion depression to be formed from oxidation-resistant steel. Subsequently the piston blank is finished via machining to produce a piston ready for installation in the internal combustion engine. Production of a piston having a reduced tendency to oxidize at the edge of the depression, and improved protection against wear caused by erosion, which is simple cost-effective, is achieved in that the unmachined parts are brought together at their faces and aligned with respect to their diameters, so that the faces form a minimal projection and parting. Subsequently, the parting is completely closed from the outside, by a weld seam that runs over the circumference.